



Transit Working Group - Meeting #1 Summary

Date: 2/28/2012

Location: Police Department Training Room (8650 Tualatin Road, Tualatin, 97062)

Attendees: **City of Tualatin:** Cindy Hahn, Alice Rouyer, Aquilla Hurd-Ravich, Kaaren Hofmann, Ben Bryant

Consultants: Matt Hastie, Serah Breakstone, Brandy Steffen, Eryn Deeming Kehe

Purpose

The purpose of this meeting was to introduce the Transit Working Group members to the project, provide them with an overview of their roles and responsibilities, discuss scheduling, review existing conditions related to transit, and comment on the Transit Linkages Map.

Approximately 28 people attended the event, including the Mayor of Tualatin, Councilor Davis, and several members of the Transportation Task Force. The following is a summary of comments received during the various phases of the meeting.

Welcome and Introductions

Alice and Cindy welcomed the group and introduced the City and Consultant staff in attendance. Then the meeting attendees introduced themselves.

- Mayor Ogden mentioned that Tualatin has requested a comparative analysis from TriMet regarding the latest round of proposed transit cuts. The analysis should indicate whether or not there are potential equity issues with the cuts and will show how Tualatin compares with other cities in TriMet's service area.
- One member expressed concerns about the TriMet transit cuts because they will impact low-income users in Tualatin. She mentioned there are several open houses coming up and encouraged the audience to attend.

Eryn introduced the purpose of the working groups and the other working group topics that will be held during separate meetings over the next several months. Brandy welcomed the group and reviewed the ground rules and expectations for participation from the attendees.

Transit Picture in Tualatin

Ben and Cindy presented information to the group on the existing transit service in Tualatin, as well as the big picture look at transit, including the Southwest Corridor plan. Matt then explained the focus areas related to the Linking Tualatin project and reiterated that the attendees at the Transit Working Group meeting could submit comments about transit issues inside and outside the focus areas, since all transit comments would be collected. Questions raised at this point include:

- One participant asked how Linking Tualatin will address issues with local transit providers.
 - The Transportation System Plan (TSP) update project, which is happening concurrently with this project, will address local transit issues more than the Linking Tualatin effort. However, since the Transit Working Group is providing input to both projects, any and all comments regarding transit (local or otherwise) are welcome at these meetings. The project team will decide how to sort comments based on their relevance to the two projects.

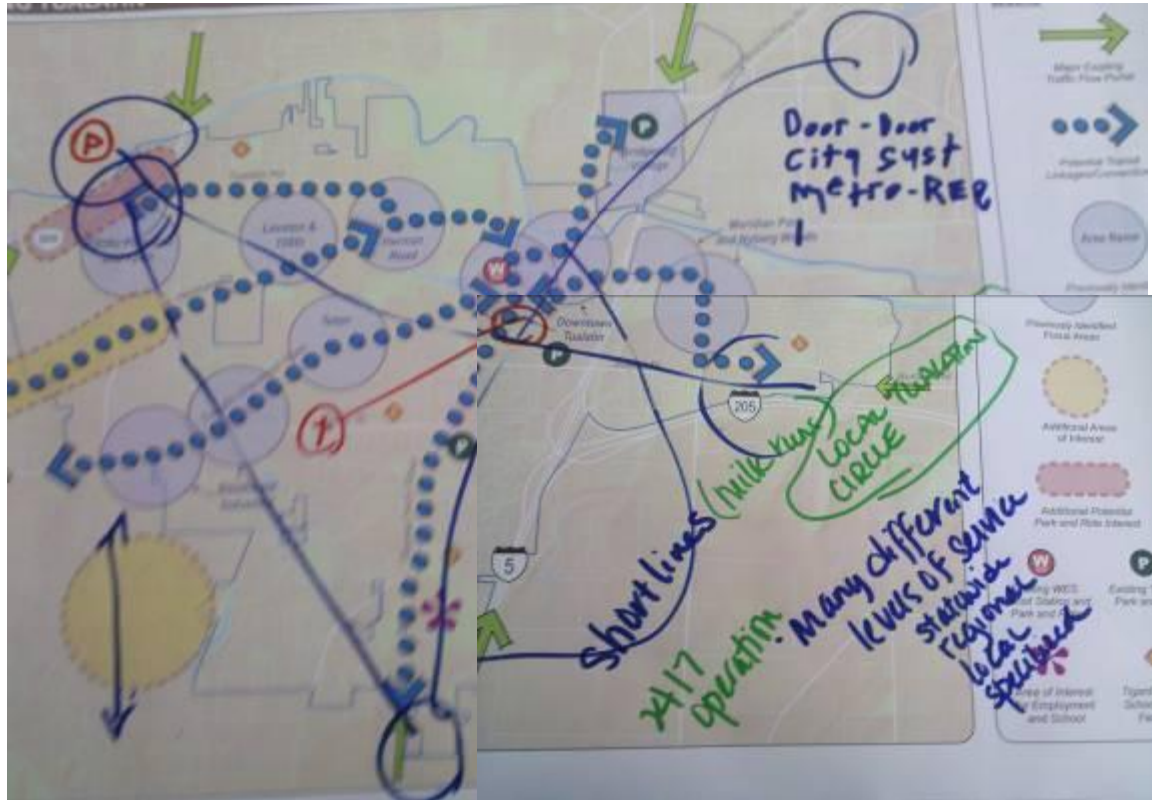


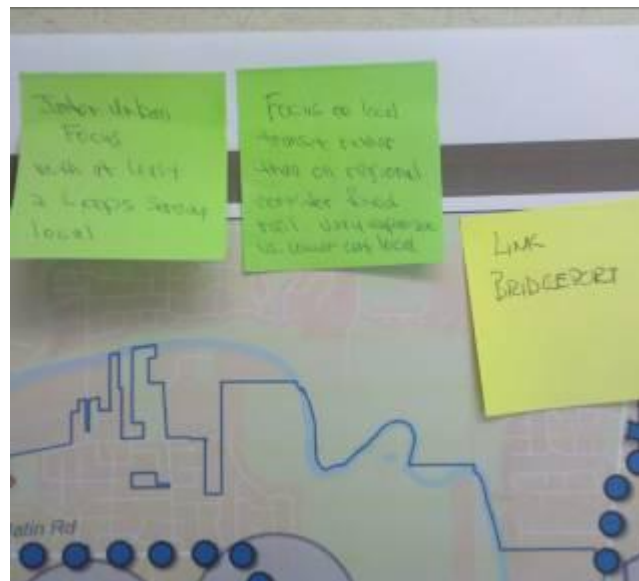
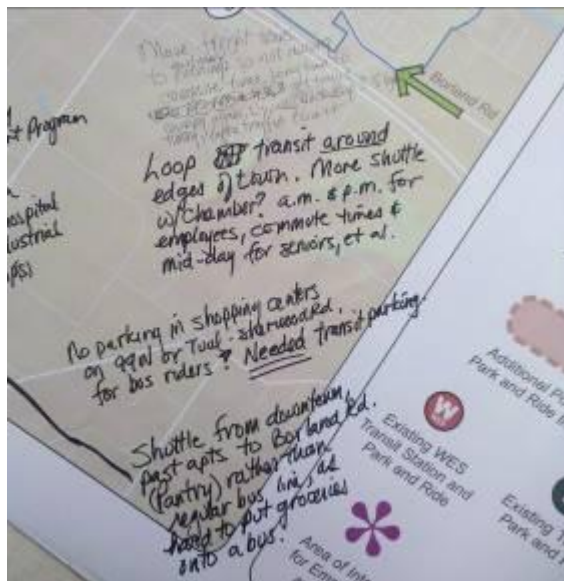
LINKING Tualatin

- A participant asked for more information about the shuttle run by the Chamber of Commerce.
 - Another participant was able to provide information and mentioned the Chamber's website.
 - In response, a group member pointed out that the TSP Existing Conditions report provides a lot of good information about the current state of transit in Tualatin, including the Chamber's shuttle.
- The question was asked, "If a Tualatin-only bus route were created, would it be run by TriMet?"
 - Project team members responded that the Linking Tualatin process hopes to answer that question eventually or at least make recommendations about that and other issues associated with implementing future transit recommendations, but it's too early in the process to answer it now.
- There was concern about the fact that TriMet is currently cutting service. In light of that fact, how will this project help to improve transit in Tualatin?
 - Team members explained that Linking Tualatin will be a 20-year plan and will help the city identify and prioritize transit improvements so that when conditions change, the city is prepared to move forward with specific projects.
 - The Linking Tualatin plan and other planning processes will need to be flexible in order to adjust to changing conditions and user behaviors over the 20-year planning horizon.
 - In addition, projects identified in the TSP typically undergo additional planning processes as they are designed, refined and implemented.
- There was a desire to have a common definition of transit; suggested definition was heavy or light rail and buses, but not cars.

Transit Linkages and Gaps

Next Matt discussed the Transit Linkages Map to show the group some of the key streets/corridors where transit connections will be needed in the future. Brandy broke the larger group into five small groups, each of which had a staff person to help facilitate small group discussions. The groups brainstormed additional linkages, gaps, and transit needs, drawing on the maps to illustrate their ideas. Below are photos showing some of these notes.





After the small group break-out sessions, Brandy had each small group report out to the larger group on their discussion. Here are the highlights of that larger discussion, which allowed for follow-up questions and additional thoughts raised after the small group discussion.

Missing Links/Gaps

- The #12 bus should connect to the I-5 Park & Ride (at Bridgeport).
- Southern residential areas (south of Avery) are very cut off from transit service.



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- Tualatin-Sherwood Road seems like an inappropriate route for buses (at least as it is today) because it has heavy traffic and there is no room for buses to pull off to the side for pick-up and drop-off. It is an important link between two major shopping areas, but it is also congested and dangerous at times.
- Carpool parking is needed as fuel prices increase
- Increase park and ride locations and/or capacity.
 - The Bridgeport Park and Ride is 80% full, even with the down economy. Consider a structure there to increase capacity.
 - Locate a new park and ride at the southern and northern ends of the city to reduce vehicles coming into the city.
 - Need a park and ride on or near Highway 99 (?) near Tualatin-Sherwood Road to reduce cut-through traffic and relieve congestion.
 - There is a choke point at Meridian Park Hospital; need park and ride there.
 - Park and ride needed at 99W/Sherwood Shopping area.
- Provide better residential/neighborhood service to downtown Tualatin, the Hospital, and Bridgeport:
 - Particularly in the south (124th to Boones-Ferry Road).
 - Students and teachers have a need for better transit service beyond 9 am to 6 pm .
 - Including service around the school on 96th and Boones-Ferry Road.
- Need a central transit point and intracity loop to link to Bridgeport, industrial areas/park and ride, Meridian, southern residential areas, and transit around the city.
- Need better north/south connection on 124th.
- Provide many levels of service, from statewide, regional, local, and specialized. Provide 24/7 operation, particularly to help with shopping trips and employers with evening shifts.

Focus Areas

- Add a focus area near Haggens.
- Need to extend Meridian Park focus area.

General Comments on Transit

- WES is not useful for shopping, recreation, or uses other than commuting because it only runs during weekday peak hours.
- Fixed rail is too expensive.
- Get out of TriMet. Have employers fund SMART like shuttle
 - Use the SMART model to provide an Tualatin loop, with focus on evening service and meeting needs of seniors.
- Use high efficiency buses, extend services and hours.
- Consult with CIOs, particularly 5 and 6 about their service.
- Freight trains block traffic.
- Instead of widening roads, reduce car traffic.
- People living close to the #12 bus line are more likely to take transit to places other than Tualatin to do their shopping, etc. because it is more convenient. They cannot get to downtown Tualatin via transit.

Matt then raised the issue of the Goals and Objectives that were developed by the Transportation Task Force (TTF) for the Linking Tualatin Project. Attendees were asked to review these draft Goals and provide comments on them at the meeting or at the Open House on February 16, where the same information would be presented again for comment.

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Wrap-Up

Brandy asked the group if there was anything else that they would like to discuss about transit. Cindy then reminded the group that their comments from the meeting would be reviewed by City staff and presented to the TTF and eventually to City Council. She thanked the group for attending and encouraged them to attend the open house and the next Transit Working Group on March 8, 2012 (same location and time). Brandy provided one last chance for comments and thanked the group for attending. Comments collected at this point:

- Are TriMet's highest costs fuel and operators?
 - Yes, those are two of the highest costs associated with TriMet operations. The Chamber Shuttle is not union operated.
- One participant mentioned a new car share program called Getaround, which organizes peer-to-peer car sharing. The program is not yet available in suburban areas, but hopes to spread to those areas if enough interest is generated. The website for the program is: www.getaround.com.
- Will there be fixed rail on 99W? Or will buses be possible?
- What data is available on the demographic information on transit riders? What is the population and numbers of people riding buses and WES currently?

Evaluation Forms

Evaluation forms were collected from attendees to let project staff know what should be changed in future meetings or to provide other written comments.

Information presented was clear and understandable

- Most people said somewhat agree (7/13 respondents)

Meeting facilitator encouraged and allowed all participants to share their ideas

- Most people said strongly agree (9/13 respondents)

Meeting was efficient and made good use of my time

- Most people said strongly agree (8/13 respondents)

I now have a better understanding of transit issues in Tualatin

- Most people said somewhat agree (6/13 respondents)

The Transit Working Group will influence decision-making

- Most people said strongly agree or somewhat agree (4 for each level of agreement out of 13 respondents)

I'm glad I am participating in the Transit Working Group

- Most people said strongly agree (7/13 respondents)

Below are the open-end comments that were collected:

- Do we know the numbers of particular sectors for the community?
 - What are the demographic breakdowns of each focus area?
- What are the trends?
 - How many seniors? Are they increasing?
 - How many apartment dwellers?
 - How many children? What ages? How many families?

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- Number and kind of housing units
- How many commuters come into the city?
 - Where are how do they come to Tualatin?
 - How many people commute to Portland, Wilsonville, Beaverton, Salem?
 - 4.2% use transit now
- Would like to become more involved in the process, new business to Tualatin
- Regarding “the TWG will influence decision-making” - We will have to see. Not hopeful. Hope so!
- Too much talking/presentation and not enough time for working with the group. Too much consultant talking
- There are several problems needing to be addressed separately
 - Reroute: decrease drive through traffic eg. 99 to 124 to Herman; decrease traffic on Tualatin Rd
 - Increase transportation from Park and Rides to businesses and resident access to core, hospital, Bridgeport
 - Increase WES and Transport for hours other than rush hour
 - Increase Park and Rides to connect Tualatin to 12 to Hillsboro, etc.
- Hearing is great today. Not perfect but great.
- Please clarify: For the TSP are we looking at 10 years or 2035 or both? What's the difference? I will have a Table of Contents available soon for the Existing Conditions Report
- Big topic!!
- Good job!
- I don't have much occasion to use transit. My husband and I are both retired. We go to Tigard & Beaverton more often than to downtown Portland. We would go more often to downtown Portland if there was more bus service on a regular basis going and coming.
- The next few pages show a comment that was sent to a city staff member after the meeting.



From: Joe Lipscomb <tg205@comcast.net>
Subject: **LinkTualatin transit meeting follow-up**
Date: February 12, 2012 7:44:29 PM PST
To: Cindy Hahn <chahn@ci.tualatin.or.us>
Cc: Linda Moholt <Linda@tualatinchamber.com>, Cheryl Dorman
<dormanc@wcb.com>
1 Attachment, 339 KB [Save](#) [Slideshow](#)

Cindy, this is a follow-up to my comments at my table during the Thursday transit workshop meeting. I believe the city has a real opportunity to establish its future within our metro area as an employment and tourist hub while still maintaining the quality of its residential neighborhoods if it can 'pull off' the establishment of a local 'In-City' transit system. (I have attached maps for reference)
Joe

Regional transit links will be mandatory for an efficient 'In-City' transit system to operate. Individual regional transit service lines should be in place before an 'In-City' transit route can be connected and placed in service. The **four suggested local 'In-City' bus service lines** are based upon five regional high capacity transit lines being in place between 2030 to 2035 to enabling the suggested 'In-City' routes to be phased in to connect residents and employees to the region. The 'In-City' fixed bus routes would become operational when connected with suggested transfer stations and park/ride facilities. The exact routes will need to be established to serve each corridor and could operate under a designated stop as well as with a 'flag stop' concept if conditions allow. To accomplish this the City should initiate an 'In-City' transit department, enter into agreements with TriMet for funding support as they have current taxing authority for transit within our community, and create an agreement with Yamhill County Transit to establish a line to Bridgeport. Next to establish some form of a local levy to support 'In-City' transit options and consider establishment of transit oriented non-profit for support of **door-to-door service options** as well as looking at business support options that maybe available. Door-to-Door ADA accessible service within the city limits needs to be looked at in terms of both residents and employees. There are a number of good examples currently operating which we can draw from. The Door-to-Door service needs no route discussion just a program implementation.

The suggested four 'In-City' routes would be paired with regional routes so that transfers could be made enabling efficient trips to be made regionally as well as locally.

Route #1: 'In-City' #1 SW Boones Ferry Road (city map #1) paired the regional TriMet #96 line (regional map #1) - requires establishment of a 'In-City' bus route corridor which would allow for discontinuing of the present #96 route south of Martinazzi

Park and Ride and consider entering I-5 at Bridgeport/ Boones Ferry on-ramp instead of the Carmen Drive entrance to downtown Portland. The SW Boones Ferry route could run from a North Wilsonville hub/transfer station (Costco complex in north Wilsonville) north following a Boones Ferry corridor to a Commons hub/transfer station, then to Bridgeport hub/transfer station, then on to Lake Grove. This corridor provides access to both high schools, the southern residential area, providing direct service for shopping, Providence and Legacy Bridgeport medical centers and Providence Lake Grove medical center. The #96 route would only stop at three transit hubs/transfer stations of Martinazzi, Commons and Bridgeport. This is along with suggested route #2 would be the easiest to initially establish and could be implemented by 2015 at little or no additional costs.

Route #2: 'In-City' #2 Tualatin/Borland Road (city map #2) pared with a NEW regional TriMet line on 99W and on I-205 from Clackamas Town Center (regional map #4 and #5) - requires establishment of a 'In-City' bus route corridor from King City and 99W/SW 124 hub/transfer station to Commons hub/transfer station, Martinazzi hub/transfer station, then to new Legacy and Stafford hub/transfer stations. The Tualatin/Borland route could run from King City to Stafford providing access for the eastern residential area to shopping access to Legacy Meridian Park Hospital as well as transfer access to Providence and Legacy Bridgeport medical centers, Providence Lake Grove medical center, Providence Sherwood medical center and Providence Hospital Newburg. The route would require new transit hubs/transfer stations of at Legacy and Stafford. The King City to Martinazzi hub/transfer station could be an initial phase, however detail route selection and additional capital costs are required to complete making this a longer to phase into a complete transit corridor.

Route #3: 'In-City' #3 SW 124 TH (city map #3) pared a NEW regional Yamhill County Transit line (regional map #2) -- Establishment of this regional line would connect to a hub/transfer stations at SW124, Commons and Bridgeport. This is assumed to require an agreement for service between the City and Yamhill County Transit District. This line establishment would benefit Yamhill County and Newburg residents by giving them daily access to our employment region, shopping complexes, medical facilities and high-capacity access to Beaverton, Portland and and in the future Portland International Airport via regional route #4 connection at Commons hub/transfer station while providing Tualatin residents with access to Providence medical center Sherwood and Providence Hospital Newburg and visitors access to Yamhill County's Wine Country (a tourism attraction) as well as access to George Fox and Linfield Colleges for our employment base - this should be a win-win situation. This could be implemented by 2014 at little or no additional costs except for expense to install transit stops. Route proposed to stop at three transit hubs/transfer stations of SW 124, Commons and Bridgeport. The SW 124 hubs/transfer station could be a bus stop pull-out similar in design to photo of a bus stop on NW Cornell Road in Hillsboro illustrated in photo below, pull out is opposite the T-intersection on the top.





Route #4: 'In-City' #4 Tualatin/Borland Road (city map #4) paired with a NEW SW Arterial By-pass to I-205 - requires establishment of a 'In-City' bus route corridor from north Wilsonville hub/transfer station to Legacy hub/transfer station. This future corridor will provide access from new development south of I-205 and east of I-5. Timing will be contingent upon development.

Note: all four 'In-City' routes should connect as close as possible to Community Park and other major city parks.

Regional routes in support of the 'In-City' transit network - city should do everything possible to insure the development of the I-205 and 99W regional transit lines be implemented before 2025 - 2030. These will become very important for the cities growth and employment base.

TriMet I-205 high-speed line (regional map #4) from Clackamas Town Center - Would connect to 'In-City' bus route hub/transfer stations at Stafford, Legacy, Martinazzi and Commons and would provide employees access to our employment area as well as residents access to shopping and our business access the airport and could assist in reducing local trips along I-205. This will require specific route selection and construction of hub/transfer stations at Stafford and Legacy. This may not require



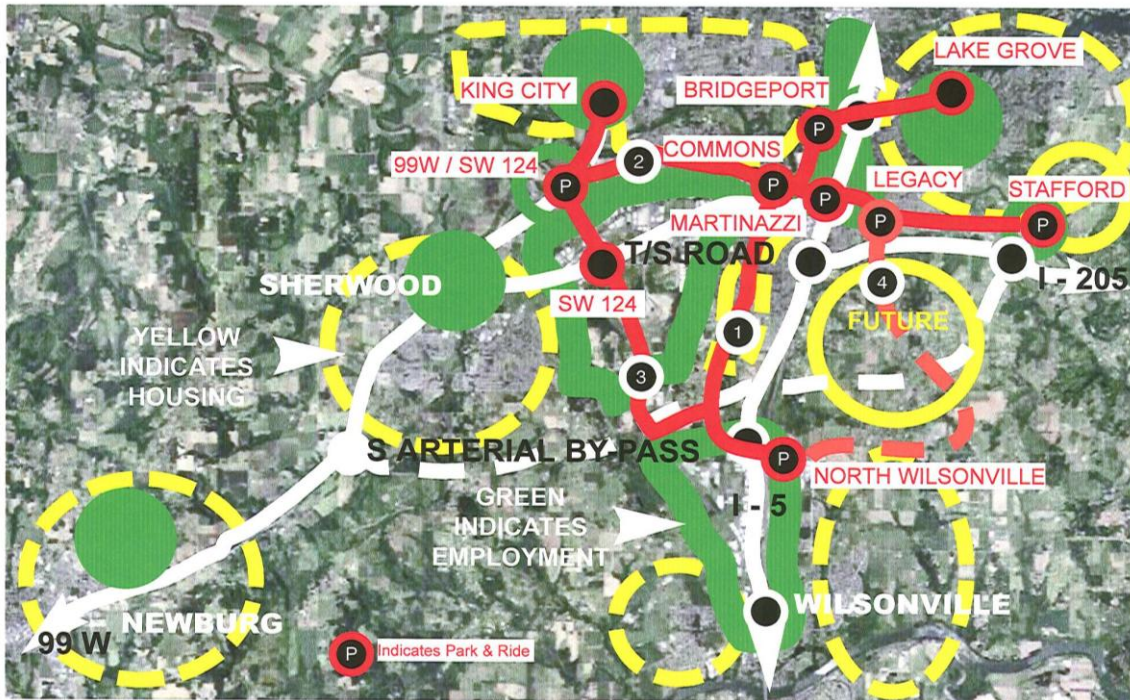
additional equipment cost however and if all parties (ODOT, Metro, TriMet, Clackamas and Washington Counties and Cities along the route) agree it has long term benefits and could assist in reducing local traffic on I-205 it could be implemented by 2016.

As a bus service this line could be operation in a relatively few years so it is important to continually be on top of the project.

TriMet 99W high-speed line - the SW Corridor Study now underway (regional map #5) - Would connect to 'In-City' bus routes #2 and #3 and to hub/transfer stations at Commons, SW 124 and North Wilsonville and would provide employees access to our employment area as well as residents access to downtown Portland This is on on-going study to determine specific route selection, hub/transfer stations locations and construction timetable. It is very important for a hub/transfer station on this line be located at SW 124 and 99W for the long term benefits of our employment area centered along SW 124. It will also have additional long term benefits for our residents and could assist in reducing local traffic on 99W.

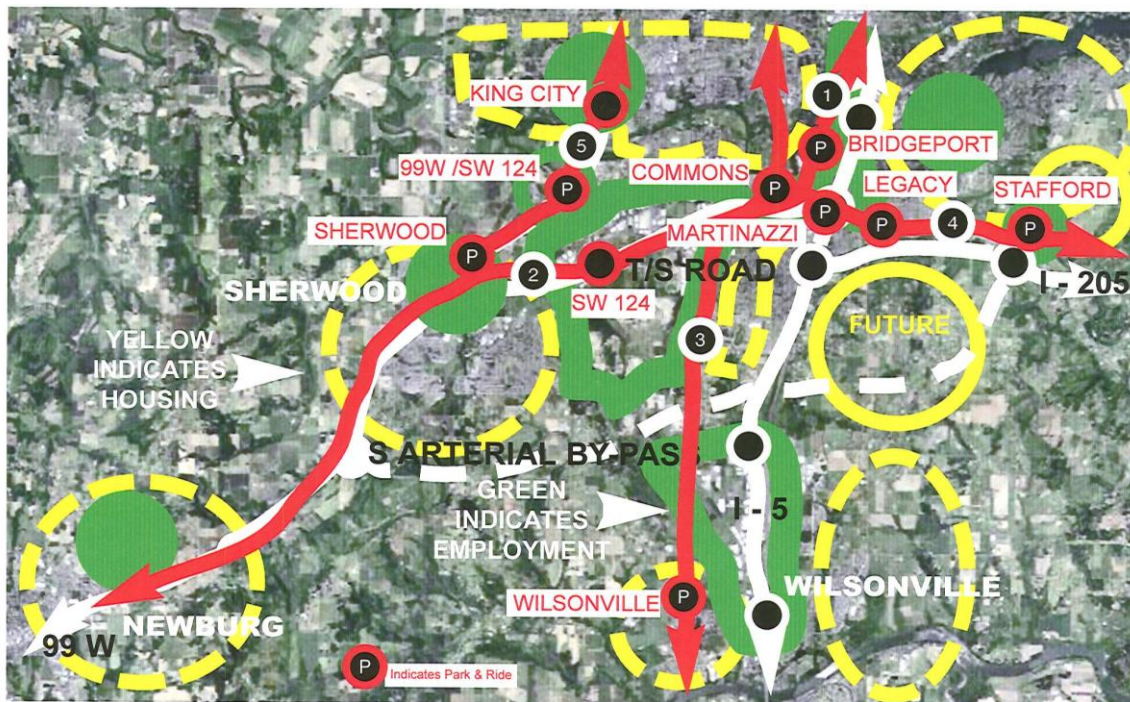
As a bus service this line could be operation in a relatively few years so it is important to continually be on top of the project.

WES - Salem from Beaverton (regional map #3) **and connecting at Commons to all four 'In-City' routes** - this route is beneficial to our employment base and would have a impact on the reduction of local auto traffic trips on I-5 which otherwise could require adding additional travel lanes. This is a longer range project as it involves railroad agreements, improvements and perhaps right-of-way acquisition.



2035 'In-City' short fixed route transit system service offered 7 days a week with reduced service evenings and on weekends on four routes.
 Door-to-Door Lift van service within the city and for residents to medical facilities.
 Route #1 SW Boones Ferry Road - service from North Wilsonville to Lake Grove
 Route #2 Tualatin/Borland Road - service from King City to Stafford Road.
 Route #3 SW 124 - service from King City to North Wilsonville
 Route #4 SW 65 - service from Martinazzi/Legacy Hospital to North Wilsonville.

Example of a Door-to-Door type Lift Van could be electric or CNG vehicles and of a Fixed Route type local bus system vehicles could be CNG



2035 'In-City' short fixed bus route transit service would be supported with high capacity bus service and WES operating 7 days a week with reduced service evenings and on weekends on five routes.

- Route #1 TriMet #96 high capacity bus - service from Martinazzi and Bridgeport to downtown Portland
- Route #2 Yamhill County Transit - high capacity bus service from McMinnville/Newburg to the Commons and Bridgeport via Tualatin-Sherwood Road
- Route #3 WES - rail service from Beaverton to Salem
- Route #4 TriMet high capacity bus - service from Commons to Clackamas Town Center and transfer to MAX and the Portland International Airport
- Route #5 TriMet high capacity bus - service from Sherwood to downtown Portland